

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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(FOR KEY SEE REVERSE)

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SOURCE:

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Hoeryong Airfield

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1. In December 1952 there were about 40 MIG-15's at the Hoeryong airfield (N 42-25, E 129-43) (EB-6096). The fighters were active at night, and during the day they were housed in underground shelters built in a hill west of the airfield. The construction of the underground shelters began in June 1951¹ and was only 80 percent completed in December 1952. The construction originally employed about 25,000 laborers and about 10,000 laborers were still engaged in this work in December 1952.

2. In the latter part of 1952, two or three times a month, an unidentified number of bombers and transport planes from the Hunch'un (N 42-52, E 130-22) area landed at this field and then returned immediately.²

New Airfield in the Hunch'un Area

3. In mid-April 1952 North Korean conscript laborers began moving into eastern Manchuria for the construction of a new air base north of hill 430 (approximately N 42-33, E 130-32).³ Three groups of laborers were transported by rail from Hunyung (N 42-54, E 130-14) (FC-0150) to Hunch'un as follows: 7,000 laborers in mid-April, 5,000 laborers in early August, and 8,000 in early November. A fourth group of 3,000 laborers left Aoji-dong (N 42-31, E 130-24) (FC-1508), Hoeam-dong (N 42-29, E 130-20) (FC-1004), and Kyongwon (N 42-49, E 130-09) (EC-9441) in December and crossed the frozen Tumen River on foot.
4. These laborers were men over 35 years of age who were not qualified for military service in the North Korean army. About 20 percent were good "citizen" laborers who were sent home after completing 6 months work. The rest of the laborers were political prisoners with unknown sentences.

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New Airfield at Aoji-dong

5. North Korean authorities planned to begin construction of an airfield in early 1953 at a point 2 kilometers northwest of the Aoji mine at Aoji-dong (N 42-31, E 130-24) (FC-1508). The Communists planned to make the field a base for patrol planes and propeller driven fighters. On 4 January 1953, four Soviet officers of the Soviet air force advisory group and six officers of the North Korean air force flew to Hoeryong and travelled by automobile to Aoji-dong to inspect the proposed airfield site.

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1. [] Comment. According to [] in early March 1951 a large number of Soviet military personnel and Soviet planes were in underground billets and hangars at the Hoeryong airfield.

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2. [] Comment. According to [] in January 1952 the Hoeryong airfield was so badly damaged in air raids that it was no longer operable, and was not being used.

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3. [] Comment. In the fall of 1952, 40,000 Chinese and North Korean laborers began construction of an airfield north of hill 430 near Lienhuatung (approximately N 42-34, E 130-32), according to []

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